

INTIMATION



A. S. WATSON & CO.

LIMITED.

ESTABLISHED 1841.

WINE & SPIRIT MERCHANTS.

SHERRY:-		Per Doz.
Watson's "CC" Solera Sherry		\$16.00
Watson's "D" Superior Pale		
Dry ...	Qts.	\$18.00
Watson's "E" Finest Pale Dry		
Nutty (old bottle) ...	Qts.	\$24.00
Sandeman's Very Pale Dry		\$18.00
Sandeman's Pale Dry Nutty		\$24.00

BURGUNDY:-		Per Doz.
Beaune ...	Qts.	\$18.00
Pommard ...		\$25.00
Corton ...		\$36.00
Sparkling Red ...		\$30.00

PORT:-		Per Doz. Bots.
Watson's "B" Port ...		\$15.00
Watson's "C" Port, superior		
light Invalid ...	Qts.	\$18.00
Watson's "D" Port, very fine		
old Tawny (superior quality,		
old bottled) ...	Qts.	\$25.00
Sandeman's Estrella ...		\$24.00
Sandeman's very old Tawny ...		\$24.00

A. S. WATSON & CO.

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 12th December, 1907.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

Telegraphic Address: PRESS.

Order: A.B.O. 5th Ed. Lieber.

P. O. Box, 84. Telephones No. 12.

HONGKONG OFFICE: 104, DES VENUS ROAD C

LONDON OFFICE: 131, FLEET STREET, E.C.

BIRTHS.

On October 30th, at Dunmow, Essex, the wife of E. T. Board of Canton, of a daughter. [1899]

On December 6th, at Shanghai, to Mr. and Mrs. JOSEPH WHITESIDE, a son.

MARRIAGE.

On December 4th, at Shanghai, RICHARD POLLAK to PAUL, second daughter of Mr. and Mrs. Carl Bloch.

DEATH.

On December 8th, at Shanghai, HARRY WRIGHT, Chief Officer of the China Merchant's Steam Navigation Company's steamer "Foochi," from pneumonia, aged 60 years.

The Daily Press.

HONGKONG, DECEMBER 16TH, 1907.

The letter we have taken the liberty of reproducing from the columns of our Shanghai contemporary came too pat after our own comments upon at least one Chinaman's obstructive attitude with regard to foreign railway loans to be ignored. We had to write strongly about SHENG KUNG-PAO and his politics, because always, when one has ascertained the facts, and is reasonably sure of them, *odio est oratio, cum rem agas, longinquum loqui*—or, as an impudent schoolboy very freely translated to a somewhat weak-minded tutor of our acquaintance, "beating about the bush is a beastly bore." The remarkably mild and temperate argument of our contemporary's correspondent, however, deserves more gentle handling. Indeed, it were extremely foolish not to re-examine our national position, to cross-examine our conscience, on such a friendly hint that our prestige has been lowered, and our commercial hopes imperilled. We certainly shall not take offence at such criticism. The weakest position of all those taken up, by this anonymous correspondent is with regard to railways, and perhaps, these points were

added, on insufficient reflection, to bolster up an argument that opens much more effectively than it concludes. The suggestion that the new line from Shanghai to Chinkiang has cost too much is most unfortunate. It was Chinese opposition, and later Chinese business "smartness," that added largely to the expenditure. The *N.C. Daily News* reports that certain Chinese effected a "corner in stone" and caused the Corporation to pay a million dollars more for ballast than they need have done under normal conditions. If British behaviour to China is to be judged solely on its connection with railway enterprise, we can hold up our heads with anybody, and in days to come the Chinese will admit that we gave more than we got. By herself, or with others less disinterested than the British have been, China would have had far less to be thankful for than she has. It is the earlier portions of the indictment that seem harder to answer, and even there, after fair consideration, there need be no hesitation in declaring that the friendly critic's feelings have run away with him. The attitude of the Municipal Council, which we are told the Chinese regard as a British body, may have appeared unnecessarily hostile and anti-Chinese at times. We also have noticed it, but naturally found it easier to understand and make allowances for than this Chinese critic does. It must be remembered that the City Fathers have had to face many "insidious attempts" to undermine their most undoubted rights—rights, which, moreover, they have again and again had the mortification of seeing treated cavalierly by the British Government or its officials from whom they expected support. The Chinese demands have not always been more considerately made than the answers to them, and if this Chinese critic lives in Shanghai, as we assume he does, he must admit that the maintenance of those rights is a matter of moment to far more Chinese than foreigners. There have been times in the history of the Settlement, indeed, when it would have been worse than foolish for the Municipal Council to risk ambiguity for the sake of politeness. An honest cause should not suffer because of plain-spoken champions. The position has been at times not unlike that of the father of a cherished daughter resenting the attentions of a suitor whose intentions were, well, not strictly honourable. The careful parent could not benefit more than did his child, by his watchful care; and it is certain that the foreigners of Shanghai have never gained anything for themselves that was not directly advantageous to the great native population that finds shelter and support, honest administration and personal liberty, between the Yangtsekiang and the Point. It appears to be an old grievance that prompts the reference to "the different treatment meted out by the Council to Chinese and foreign residents," probably the exclusion of Chinese from the Public Gardens, about which many unjust things have been said. He might as well have asked that the Shanghai Club should be thrown open to the Chinese public. The Gardens would be of no use to either side, were they not so managed; and is it not as if no provision had been made for the Chinese residents. However, no amount of argument is likely to overcome a really healthy prejudice; and it is not only in China that the British have had to work for others without expecting gratitude. It is pleasant to think, at least, how they would be missed, and their departure regretted, were they suddenly to leave the Chinese of Shanghai to their own resources. Perhaps the best answer of all is this, that the Chinese quite understand the power of the boycott, that there is no compulsion upon them to throng into the Settlement in increasing numbers, and that that is just what they continue to do—sufficient indication, surely, that the rule of the Shanghai City Fathers is perhaps not so intolerable to the majority as it would appear to be to a few.

Under the provisions of the Prison Ordinance, 1899, H. E. the Governor has been pleased to appoint the Rev. Father Augustin Pleszak to be a chaplain of prisons.

Mr. Pattenden having resigned membership and the post of hon. secretary of the Church Body, Mr. A. Bryer, has been appointed in his place.

Violent took place at midnight on December 6, in Seoul. A branch police station was destroyed. One Japanese, a man, was killed, and one woman was injured.

The Harbour Master notifies in the *Gazette* that the master of the Norwegian s.s. *Progress* reports having struck an uncharted pinisola rock having a depth of 3 fathoms. In latitude 6 deg. 7' 45" N. north; longitude, 115 deg. 25' 30" E. east, Baguan Island, bearing S.E. 4 E. mag. 2 miles.

The Registrar of Companies gives notice that at the expiration of three months the Star Fire Insurance Co. Ltd. will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The *Gazette* notifies that the Crown has under and by virtue of the provisions contained in the Crown leases of Island Lots Nos. 95 and 96 resumed and re-entered into and upon those pieces or parcels of ground lying and being at Victoria in the Island of Hongkong and registered in the Land Office as Island Lots Nos. 95 and 96.

The attention of the Hon. Mr. Howett, and other public men interested in the checking of the mosquito plague in the city, may profitably be directed to the extract published on page 3 of our Saturday's issue. Doubtless some of the trees in the streets provide these little breeding pools of water, and might be looked after by a cistern with a kerosene can.

A young widow residing at Sheng Fung Lane, West Point, was found dead in her bedroom last week, and the police were summoned. They found that death was due to opium poisoning, and the woman was said to have taken her life because of the death of her husband which occurred some weeks before. She could not live alone, and wished to follow him into the unknown.

A Peking dispatch reports that the Ministry of Foreign Affairs has instructed H. E. Chang Jen-chin, Viceroy of the Liangkang provinces, to make a full report upon cases of pirates attacking British steamers on the West River and to find out the amount of damage done to the vessels. His Excellency has been further asked to settle the question of policing the Yangtsekiang by British gunboats without delay. This was on December 7th.

On Monday, November 26, Maxima Nicolls, an American citizen, was brought before the U. S. Consular Court at Seoul on a charge of homicide, and honourably acquitted. From what we can learn, says the "Korea Daily News," it appears that the verdict was a very proper one. A Korean broke into the premises of the American mine at Taracol, and the bullet which killed him was fired by young Nicolls under great provocation. The Korean authorities were the prosecutors, but even their evidence was favourable to the prisoner.—"Kobe Herald."

A telegram from Kuslin, capital of Kiangnan province, reports that the city of Chinkanwan has been occupied by a large number of insurgents, who are all well armed with rifles supplied by revolutionaries. The soldiers stationed there have been defeated. H. E. Governor Chang Ming-chi has instructed the Provincial Commander-in-Chief, General Ting Hui, speedily to suppress the rebels. His Excellency has been requested by the Peking Government to give protection to the lives and property of all foreign missionaries in that disturbed district.

Mr. Huang, who was banished from Peking some two years ago for his outspoken comments on Peking officials, and has since been at his home at Tsining, has just been arrested, says the "P. & T. Times" together with his family for making speeches and raising \$60,000 for the development of railways without any foreign loan. There seems no reason to believe that he was inciting the people to any acts of violence, but merely preaching the doctrine of patriotic independence. It will be remembered that he was one of the two editors who started the patriotic fund, and while the country is hardly ready for the theories he preaches some sympathy is felt for him, as he appears to be an earnest man, very different from the ordinary type of agitator.

At the City Hall, to-day, Mr. Lamart commences a three days' auction of Japanese art productions including what the auctioneer has justifiably described as a superb collection of damascene work by the Komai family. To those who know anything of this branch of Japanese art and manufacture, the name of Komai is a guarantee of the best workmanship. The Komai family were the pioneers of damascene work, which was originally employed in decorating swords and daggers, but since 1875 specimens of the work have been turned out for export in the form of plaques, cigarette cases, miniature cabinets, necklaces, bracelets, slave-links, belt buckles and in various other forms. The most valuable piece in the collection is a beautiful pagoda, which is described in the catalogue as the largest piece of gold damascene work in Japan. When it was commenced it was intended for the Paris exhibition, but was not completed in time. It took six years to complete. Exhibited at the Tokyo exhibition this year, it was awarded the gold medal, and since the close of the exhibition it has been in Mr. Komai's store for sale, priced 7,000 yen. Now it is to be offered to the highest bidder. Mr. Komai, jun. has himself brought the collection to Hongkong. Visitors to the auction room (St. Andrew's Hall) will be interested to note a little steel plate which shows the process of damascene manufacture. First the polished plate is finely grooved, and the design is inscribed into the grooves. The fine gold threads are beaten, then it goes to the ovens and while in a liquid state the gold is beaten in. Then comes the lacquering and the burnishing resulting in the finished product. It is an industry requiring extraordinary patience and care.

At the City Hall, to-day, Mr. Lamart commences a three days' auction of Japanese art productions including what the auctioneer has justifiably described as a superb collection of damascene work by the Komai family. To those who know anything of this branch of Japanese art and manufacture, the name of Komai is a guarantee of the best workmanship. The Komai family were the pioneers of damascene work, which was originally employed in decorating swords and daggers, but since 1875 specimens of the work have been turned out for export in the form of plaques, cigarette cases, miniature cabinets, necklaces, bracelets, slave-links, belt buckles and in various other forms. The most valuable piece in the collection is a beautiful pagoda, which is described in the catalogue as the largest piece of gold damascene work in Japan. When it was commenced it was intended for the Paris exhibition, but was not completed in time. It took six years to complete. Exhibited at the Tokyo exhibition this year, it was awarded the gold medal, and since the close of the exhibition it has been in Mr. Komai's store for sale, priced 7,000 yen. Now it is to be offered to the highest bidder. Mr. Komai, jun. has himself brought the collection to Hongkong. Visitors to the auction room (St. Andrew's Hall) will be interested to note a little steel plate which shows the process of damascene manufacture. First the polished plate is finely grooved, and the design is inscribed into the grooves. The fine gold threads are beaten, then it goes to the ovens and while in a liquid state the gold is beaten in. Then comes the lacquering and the burnishing resulting in the finished product. It is an industry requiring extraordinary patience and care.

At the City Hall, to-day, Mr. Lamart commences a three days' auction of Japanese art productions including what the auctioneer has justifiably described as a superb collection of damascene work by the Komai family. To those who know anything of this branch of Japanese art and manufacture, the name of Komai is a guarantee of the best workmanship. The Komai family were the pioneers of damascene work, which was originally employed in decorating swords and daggers, but since 1875 specimens of the work have been turned out for export in the form of plaques, cigarette cases, miniature cabinets, necklaces, bracelets, slave-links, belt buckles and in various other forms. The most valuable piece in the collection is a beautiful pagoda, which is described in the catalogue as the largest piece of gold damascene work in Japan. When it was commenced it was intended for the Paris exhibition, but was not completed in time. It took six years to complete. Exhibited at the Tokyo exhibition this year, it was awarded the gold medal, and since the close of the exhibition it has been in Mr. Komai's store for sale, priced 7,000 yen. Now it is to be offered to the highest bidder. Mr. Komai, jun. has himself brought the collection to Hongkong. Visitors to the auction room (St. Andrew's Hall) will be interested to note a little steel plate which shows the process of damascene manufacture. First the polished plate is finely grooved, and the design is inscribed into the grooves. The fine gold threads are beaten, then it goes to the ovens and while in a liquid state the gold is beaten in. Then comes the lacquering and the burnishing resulting in the finished product. It is an industry requiring extraordinary patience and care.

The broads and embroideries are a very fine display. These come from the old-established and renowned factories of Mr. Saito, of Nishijin, Kyoto, established in 1725. In addition to the damascene work and embroideries, a small quantity of Japanese silverware is included in the auction.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

FLOODS IN ENGLAND.

LONDON, December 14th. Serious floods have occurred in Southern England, causing much damage, and necessitating the suspension of traffic.

ADVANCE AUSTRALIA.

LONDON, December 14th. The Hon. Alfred Deakin, Premier of the Commonwealth, proposes the formation of an Australian Navy, and advocates compulsory military service.

THE FIRST TEST MATCH.

LONDON, December 14th. The Australian team closed its first innings for a total score of 300 runs, of which Hill compiled 87. The English team, in the second innings, have scored 19 runs, and no wickets have fallen.

KOREA'S CROWN PRINCE IN JAPAN.

TOKYO, December 15th. The Crown Prince of Korea, accompanied by Prince Ito, arrived at Shimbashi to-day, and was accorded a most brilliant reception. There was a martial display in which several regiments were engaged, a feature which indicates the great importance attached to the event.

[EXTREME'S SERVICE.]

SUICIDE OF A TRUST MANAGER.

LONDON, December 12th. The Manager of the Quebec branch of the California Safe Deposit Trust Company has committed suicide.

AMERICAN FINANCE.

LONDON, December 12th. Congressman Fowler, Chairman of the House Committee on Banking and Currency, in a speech insisted that gold was the only proper bank reserve. If the government continued the present currency manipulation, he was of the opinion that a commercial tragedy would arise, compared with which the present would be only a pleasant summer outing.

FRENCH NAVAL MOVEMENTS.

LONDON, December 13th. Toulon reports that orders have been received to report upon the condition of warships and crews available for service in the Pacific, for the purpose of re-inforcing, and providing relief drafts for Indo-China. This action, it is understood, is in view of the unrest in the Far East.

JAPANESE IN AMERICA.

LONDON, December 13th. Strong complaints are reaching Washington regarding the increasing influx of Japanese via Mexico.

A ROYAL WEDDING.

LONDON, December 13th. Athens announces the wedding of Prince George of Greece and Princess Marie Bonaparte, the ceremony being of the most brilliant description. The streets were ablaze with decorations.

LOCAL SPORT.

CRICKET.

H.K.C.C. v. PLAINES.
On the Hongkong Cricket Club ground on Saturday a match was played between teams representing the plains and the hills of the Colony, the result being a win for the Plains by 139 runs and six wickets. The following are the scores and analyses:

HILLS.	
First Innings.	100
T. E. Pearce, c Usher, b Brewer	0
H. E. Makin, c Owen, b Fowler	15
L. C. Lamour, c A. A. Claxton, b Brewer	0
H. R. Baldwin, b Fowler	10
L. C. Lamour, c Fowler, b Claxton	1
H. R. Baldwin, b Fowler	4
H. R. Lowe, c Owen, b Lewis	22
A. S. Cobden, b Fowler	6
F. C. Kendall, b Lewis	9
J. H. Chalmers, not out	2
Extras	1
Total	81
PLAINS.	
First Innings.	51
A. A. Claxton, retired	33
Capt. Mayhew, c M. L. L. not out	35
W. C. D. Turner, c and b Makin	20
Major Chitty, c and b Makin	13
E. A. Petrie, not out	46
C. S. Owen, c and b Sharp, b Lewis	48
L. E. Lamour, 12th Bal., Major Lewis, and W. F. Brewer did not bat.	2
Extras	2
Total	229
BOWLING ANALYSIS.	
HILLS.	O. M. R. W.
W. F. Brewer	3 25 3
A. A. Claxton	8 21 4
E. A. Petrie	8 22 3
Major Lewis	2.5 11 2
PLAINS.	O. M. R. W.
T. E. Pearce	62
H. R. Baldwin	15 80 2
H. R. Lowe	3 15
J. H. Chalmers	3 17
F. C. Kendall	3 19
L. C. Lamour	4 11
A. R. Lowe	3 14

H.K.C.C. "A" v. TELEGRAPHES.
The H.K.C.C. "A" team and the Telegraphes met on the Craignegowar ground at Happy Valley on Saturday. The scores and analyses were:

H.K.C.C. "A"	
First Innings.	0
Stewart, Lockhart, run out	5
J. A. Jackson, b Pinkie	4
W. F. F. Swan, b Peake	5
S. Moore, c Peake	5
T. E. Pearce, c and b Shields	5
E. A. Petrie, not out	1
H. H. Taylor, b Peake	10
T. C. Vernon, not out	5
C. Humphreys, c Shields, b Wright	3
H. E. Colom, c Franklin, b Wright	0
Extras	5
Total	43
TELEGRAPHES CO. C.C.	
First Innings.	30
L. J. Wishart, run out	11
Young, c Logan	10
Woods, c and b Taylor	14
Powell, c Cooke, b Taylor	0
Wright, b Logan	1
Peake, c Logan, b Taylor	3
Beattie, c Cooke, b Gray	26
B. E. Parker, b Taylor	2
Franklin, b Gray	1
Shields, c and b Gray	0
Linton, not out	1
Extras	9
Total	107
BOWLING ANALYSIS.	
HONGKONG "A"	O. M. R. W. N. B.
A. W. Peake	8 5 3 4 48 75
C. E. Shields	4 16 1 24 36
Wright	3.5 18 2 9
TELEGRAPHES CO. C.C.	O. M. R. W. N. B.
Logan	9 2 34 2 1
Lockhart	4 22 3
T. C. Vernon	4 4 3 18

POLICE v. MIDDLESEX REGIMENT.
A match was played at Happy Valley on Saturday between the Police and Middlesex Regiment, the result being a win for the latter team by five runs and three wickets. Scores and analyses are:

POLICE.	
Pitt, b Barton	0
Lander, c and b Sharp	23
Edwards, b Sharp	5
P. J. Wolehouse, b Barton	7
McHardy, b Barton	8
Kent, c Heather, b Sharp	1
Irving, b Sharp	1
Ball, c Clegg, b Barton	0
Moody, b Barton	0
Ogg, not out	1
Kerr, c Holte, b Sharp	1
Extras	1
Total	59
MIDDLESEX REGT.	
Major Stephenson, c Lander, b Kerr	4
Sgt. Harford, c Edwards, b Irving	36
L. Cpl. Roberts, not out	10
E. C. Harford, b Kerr	3
L. Cpl. Heather, c Kerr, b Kerr	1
Bde. R. ofce, 2 Kerr	1
Capt. Miller, not out	1
Cpl. Sharp, Bde. Miles and Pte. Clegg did not bat	1
Extras	1

FOOTBALL.	
M. K. C. v. H. M. S. "MONMOUTH."	
These teams met in a Soccer match at Happy Valley on Saturday afternoon, the result being a win for the civilian team by one goal. The players were:	
H. K. F. C.: Hall, Aucti and Garrett; Ironside, B. Humphreys and Coughtrie; Lamberton, Eagar, Morfey and C. Humphreys.	
M. S. Monmouth.—Pascal; Jarvis, Rose; Case, Billingham, Wilson; Haywood, Palham, Broughall, Smith and Bradley.	
The Club started off with one man short and were immediately forced to defend. Three of the sailors forsook it pressing on their goal, and from appearances it looked as though they would not. But appearances in this instance were deceptive, for their little passing game was broken by Aucott and E. Humphreys who flung themselves into the breach and relieved the pressure. After this a corner conceded to the Monmouth was unproductive, and their outside right missed another good opportunity for a centre. The left of the asile quintet were playing with splendid combination, but Humphreys and Aucott proved sturdy defenders, and kept them at bay until Eagar and Morfey relieved, the pair making a brilliant dash across the field and Eagar finding the net.	
Half-time—H. K. F. C. 1	0
H. M. S. Monmouth.... 0	0
Play was in favour of the sailors in the first stages of the second half, and after a lengthy siege of the Club's citadel Broughall sent in a splendid shot which baffled Hall and equalised the scores. In the restart the Club forwards showed to advantage, Coughtrie especially being conspicuous for sterling play. The attack was not of long duration, however, for the boys in blue got away once again and bore steadily down on the Club's goal. They failed to get through and in the final stages the energy of both teams waned considerably. Towards the end of the match the sailors were forced to defend, and Eagar succeeded in beating the goal keeper again before the whistle sounded.	
Total	6
BOWLING ANALYSIS.	
POLICE.	O. M. R. W.
Sharpes	8.26 30 5
Barton	8 1 25
MIDDLESEX REGT.	
Kerr	1 27
Irving	10 1 33

CRAGENEGOWAR v. CIVIL SERVICE.
This league match was played on Saturday on the ground of the Civil Service Club, and resulted in a win for Craignegowar by 20 runs. Scores:

CRAGENEGOWAR.	
A. O. Brown, b Hutchison	5
E. T. Jackson, b Hutchison	24
M. E. Anger, c and b Hutchison	11
J. H. Ruttone, 1 bw, b Hutchison	3
G. Evans, c Jackson, b Hutchison	13
Dr. F. H. Kew, b Hutchison	0
L. A. Rose, c and b Hutchison	1
L. E. Lamour, c and b Hutchison	11
H. E. Pease, b Hutchison, b Hutchison	2
Sundries	2
Total	72
CIVIL SERVICE.	
F. A. Biddle, b Pease	6
E. T. Jackson, b Lamour, b Brown	11
E. O. Hutchinson, b Brown	9
E. O. Hutchinson, b Pease	1
H. F. Jackson, c Kew, b Brown	1
P. R. Adams, run out	4
L. E. Brett, b Pease	0
A. Dawson, run out	5
J. Mackay, b Pease	2
Sundries	3
Total	52
BOWLING ANALYSIS.	
CIVIL SERVICE.	O. M. R. W.
F. A. Biddle, b Pease	12 4 23 4
E. T. Jackson, b Lamour, b Brown	11 1 26 3
E. O. Hutchinson, b Brown	9 1 26 3
E. O. Hutchinson, b Pease	1 1 26 3
H. F. Jackson, c Kew, b Brown	1 1 26 3
P. R. Adams, run out	4 1 26 3
L. E. Brett, b Pease	0 1 26 3
A. Dawson, run out	5 1 26 3
J. Mackay, b Pease	2 1 26 3
Sundries	3 1 26 3
Total	120
BOWLING ANALYSIS.	
CIVIL SERVICE.	O. M. R. W.
F. C. Witchell	19 4 23 4
R. O. Hutchinson	11 1 26 3
A. O. Brown	11 1 26 3
L. E. Lamour	11 1 26 3

DEPARTURE OF A CRICKETER.

H. K. F. C. v. H. M. S. "KING ALFRED."
There was a large attendance of members of the Kowloon Cricket Club at the King Edward Hotel last week to bid adieu to Mr. D. J. Mackenzie, who goes home on leave. Mr. T. Richardson presided, and after the Royal toast had been honoured, proposed "Our Man" in doing so referred to the great amount of work which the guest of the evening had done for the Club, and said he was sure all would wish him a good holiday, and that they would

standard of gold. When Napoleon III became Emperor of the French the currency of France, nominally bimetallic, was really based on the silver five franc piece, enormous quantities of which were in circulation or locked up in the treasury. Napoleon introduced the gold coin bearing his name of the value at the time of four of these silver five franc pieces, which from their good coinage and their hardness became popular; this occurring contemporaneously with the demand for China silk. enormous quantities of these coins were melted up and sent to China, where silver demanded a fancy price, rising to a premium of as much as thirty per cent. With the recovery from disease of the European silkworm, the French five franc silver piece had practically departed from its leading place in the European currency, which became formally established on the gold basis. After the Franco-German war the indemnity was paid in gold; and Germany took the opportunity to change her standard from silver to gold; and this let loose an enormous amount of silver on an already fully stocked market, with the result of a continuous drop in price, which by 1903 had fallen to considerably less than half its supposed standard value. This complete revolution in the currencies of the world where China remains now as the only silver-using country of importance in mercantile affairs, has had profound effects on the course of trade, especially in the East.

As the East India Company for long continued to feel a loss over their loss of the profits of the trade, they not unnaturally looked for something to replace it. It was noticed that the tea-plant actually grew wild in the Assam territory, and this led to stops being taken to introduce the manufacture. With this object in view Robert Fortune, a trained botanist was sent to China shortly after the conclusion of the treaty of Nanking with orders to procure all the information he could about the manipulation of the product and the cultivation of the plant. No better choice could have been made. Fortune made his way into the tea districts at a time when travellers in the interior could claim no protection, and so ingratiated himself with the people that he became a welcome visitor. He studied on the spot the whole manipulation of the plant, and secured a sufficient number of skilled natives to proceed to India, and there successfully introduce the cultivation. The trial from these small beginnings had enormous results, and led to the headquarters of tea-culture being eventually transported from China to India and Ceylon. Although the British Government lent no aid of any sort to the new enterprise, taxing the Indian product equally with that of China, the Chinese Government by its utter want of any fiscal policy whatever materially contributed to the result, by standing by and permitting every petty official en route to tax the article ad libitum.

To Robert Fortune is also to be attributed the introduction of many beautiful and useful plants into England; and his wanderings in China, no doubt in the regions traversed by him, went far to remove the prejudices against foreigners still at the time supreme throughout China. The science of botany owes to him, in connection with Sir Joseph Hooker in Assam, its first knowledge of the plants of a vast region extending from the Himalayas to the sea coast of China. Owing partly to the obstructions placed in the way by the native authorities at Foochow, but mainly to the Chinese disinclination to change their methods, it was not till well on in the fifties that the Port of Foochow became of any importance, but about the year 1853 mainly through the exertions of some of the American merchants, the first tea commenced to come to Foochow for shipment; it was not, however, till after the treaty of Tientsin that Foochow rose into first place as a tea-shipping port.

Owing partly to the native authorities at Foochow, but mainly to the Chinese disinclination to change their methods, it was not till well on in the fifties that the Port of Foochow became of any importance, but about the year 1853 mainly through the exertions of some of the American merchants, the first tea commenced to come to Foochow for shipment; it was not, however, till after the treaty of Tientsin that Foochow rose into first place as a tea-shipping port. The Chinese were then in no part of China, before the Treaty of Nanking anything corresponding with "Tariff," that is to say, there was no regular or invariable levy: the general idea was defined more or less definitely, but details were left to the discretion of the collector. This was necessary, as like his superior officer, he himself had paid beforehand for his office and was expected to get as much as he could without raising trouble, always a sine qua non, out of it. As the collector was generally too willing to risk killing his goose the duty payable became in most cases a matter of private bargaining with the large merchants, who frequently had the opportunity of selecting routes, and chose the one where facilities were greatest, and least exacting. Such was the anti-treaty system under which the Company had worked: and naturally under the operation of the treaty, to prevent its recurrence became one of the chief duties of the consuls appointed to the various ports.

(To be continued next Monday.)

BOWLS CHAMPIONSHIP.

Mr. W. Russell 1st
Mr. G. R. Edwards 2nd
MR. J. Punches 1st
Mr. T. Petrie 2nd
VICE-PRESIDENT'S PRIZE.
Mr. T. Petrie 1st
Mr. G. R. Edwards 2nd
TENNIS: LADIES' SINGLES.
Miss L. Logan 1st
Miss A. Rutter 2nd
MIXED DOUBLES.
Mr. J. Henderson 1st
Mr. R. Lapey 2nd
Miss L. Logan 1st
Mr. J. Wilkin 2nd
OTHER COMPETITIONS.

A large attendance listened to the Bandimna Comedy Company's interpretation of Mr. A. Conan Doyle's play, "Sherlock Holmes," at the Theatre Royal on Saturday night. This exciting play afforded ample scope for Bandimna's talented performers, who played well together, earned much applause throughout, and saw the curtain drop on another success. Mr. Claude King filled the rôle of "Sherlock Holmes," the detective renowned in story, to perfection, while "Professor Moriarty," the arch-criminal who was working against him was capably interpreted by Mr. Sydney T. Pease. Miss Lilian Lloyd as "Alice Faulkner," the girl who was in possession of the valuable documents for which all were searching, carried through her part admirably, while Mr. W. H. G. Hargreaves as "James Larrabee," Miss Florence Hamer as "Madge Larrabee" and Mr. H. Sinclair Cotter as "Sid Prince" gave skillful interpretations of their parts. Altogether

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the DAILY PRESS only, and special business matter to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication, after that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codex, A.B.C., 6th Ed., Liverpool, P.O. Box, 83, Telephone No. 12.

NEW ADVERTISEMENTS

FOR XMAS SPECIALITIES

Go to H. BUTTONJEE & SON, 1924, 5, D'Aguilar Street.

NOTICE TO MARINERS,

No. 307 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

RUGGED ISLANDS.

ESTABLISHMENT OF S. W. HORN LIGHT

REFERRING to Notice to Mariners No. 290 (Special), Notice is hereby given that the LIGHT on S. W. HORN was exhibited for the first time at Sunset on the 8th December, 1907.

The illuminating apparatus is Dioptric, Oscillating, of the Sixth Order, showing a fixed White and Red Light varied by a single eclipse every 20 seconds, thus:

Light ... 10 seconds,

Edifice ... 10 seconds.

The Light, which is situated on the western summit of the island known as S. W. Horn, will show White, except over the Rugged Islands between the bearings of S. S. W. and N. S. W., where it will show Red. It is elevated 361 feet above the level of the sea. In clear weather, the White Light should be visible for a distance of 15 and the Red for a distance of 8 nautical miles. Between the bearings of N. 31° W. and N. 24° W. the White Light is obscured by land.

Bearings are Magnetic from Southeast.

The Lamps surmount the dwelling, which is 13 feet high. The total height from base to lantern vase is 28 feet. The building is painted White.

A gun Fog-signal will be established at the station at a later date. Approximate position:

Latitude ... 39° 35' 38" N.

Longitude ... 121° 57' 53" E.

W. FERD. TYLER,

Coast Inspector.

Coast Inspector's Office, Shanghai, 10th December, 1907. 1985

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 23rd day of December, 1907, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY the GOVERNOR of One Lot of CROWN LAND at CAUSEWAY BAY, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

19.6
No. of Site No. Register No. Locality Boundary Measurements Square feet. Annual Rent Uprate Price.
H.S.E. S.E. N.W. S.W.
feet feet feet feet
160' 160' 160' 160' 27,000 186 11,040
Add. 160' 160' 160' 160' 27,000 186 11,040
Total 160' 160' 160' 160' 27,000 186 11,040

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"MANILA" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., Kowloon whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 9.30 A.M.

All Claims must reach us before the 25th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countermanded by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents.

Hongkong, 14th December, 1907. 5

SWATOW DRAWN WORK COMPANY.
83, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER, WARE and CANTON. GEAS CLOTH, &c. Hongkong, 15th October, 1907. 1685

JUST RECEIVED
A FINE ASSORTMENT OF CHRISTMAS & NEW YEAR CARDS.

HALF MASKS,
ART RELIEF NOVELTIES,
MECHANICAL ANIMALS,
POSTCARD BIRTHDAY AND STAMP ALBUMS,
POSTCARD PAINTING BOOKS.

U.S. POSTAGE STAMPS in Bells, Packets, &c. &c. Suitable for Christmas Presents at price to suit any buyer. Inspection solicited.

CELAUA & CO., Hongkong Hotel Corridor.

AUCTIONS

PUBLIC AUCTION

BY ORDER OF H.M. WAR OFFICE.

THE FOLLOWING

VERY VALUABLE LEASEHOLD PROPERTY,

KNOWN AS INLAND LOT NUMBER 427 (SPRING GARDENS) containing an area of about 42,233 square feet and having a frontage on Queen's Road East of 223 feet, situate at Queen's Road East, Hongkong, will be Sold by

PUBLIC AUCTION

ON WEDNESDAY, the 18th day of December, 1907, at 3 o'clock in the afternoon, in One Lot by Messrs. HUGHES & HOUGH,

Auctioneers, at their Auction Rooms, in Des Voeux Road, Central. The Property consists of:

All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot 427, and all buildings thereon and appurtenances thereto belonging, held under the Crown Lease thereof dated the 7th day of April, 1856, for the term of 999 years from the 29th day of July, 1855, at the annual Crown Rent of £160 Sterling (£720), subject to the covenants and conditions contained in the lease.

For further particulars apply to

The AUCTIONEERS,

or to

DENNYS & BOWLEY,

Solicitors for the Vendors,

Hongkong, 21st November, 1907. 1854

PUBLIC AUCTION

The Under-signed have received instructions from Mrs. STEWART, to sell by Public Auction,

ON FRIDAY, the 20th December, 1907, at 2.30 P.M., within her residence, No. 4, Lochiel Terrace, Kowloon.

THE WHOLE OF HER VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED,

Comprising:- PLUSH-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS with Bevelled Glass, SILK-EMBROIDERED PICTURES, SCREENS, TEAKWOOD SIDEBOARDS with Bevelled Glass, DINING TABLES and CHAIRS, DINNER WAGGONS, DINNER SERVICES, GLASS and E.P. WARE, BRASSMOUNTED IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBES with Bevelled Glass, MARBLE TOP BUREAU with Bevelled Glass, CHEST-OF-DRAWERS &c., &c., &c.

Also, ONE COFFAGE PIANO by F. DORNER & SONS, Stuttgart; And A quantity of PALM in POTS.

Catalogues will be issued.

TERMS:- As usual.

HUGHES & HOUGH,

Auctioneers,

Hongkong, 14th December, 1907. 1850

PUBLIC AUCTION

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE THIRD DANCE of the Season will be held in the CITY HALL on JANUARY 3rd, 1908. Invitation Cards are now available, and may be obtained from the Under-signed.

Late Launch will leave Ferry Wharf for Kowloon at 1.30 A.M.

JOHN J. BLAKE,

Hon. Secretary,

Hongkong, 13th December, 1907. 1855

PUBLIC INTIMATIONS

NOTICE TO THE PUBLIC.

WE have REMOVED our Offices to YORK BUILDINGS, 2nd Floor, MACDONALD & CO., Hongkong, 10th December, 1907. 1843

NOTICE

WANTED

SITUATION as General Office Assistant

by Britisher (35). Over 15 years' experience.

Knowledge of Shipping, Book-keeping and Accounts, Chinese. Speaks Chinese, Canton, and Peking dialects. No objection to Overseas.

Apply by letter to:- "Box 1005,"

Care of "Daily Press" Office.

Hongkong, 5th December, 1907. 1863

TROOPS GOING HOME.

THE CHAPLAIN to the Forces would be glad to receive Magazines, Illustrated Papers or Books, for the use of the Troops going Home on the "SICILIA." A postcard addressed to him at Headquarter Office will ensure parcels being fetched or they may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

NOTICE

THE CHAPLAIN to the Forces would be glad to receive Magazines, Illustrated

Papers or Books, for the use of the Troops

going Home on the "SICILIA." A postcard

addressed to him at Headquarter Office

will ensure parcels being fetched or they

may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

NOTICE

THE CHAPLAIN to the Forces would be

glad to receive Magazines, Illustrated

Papers or Books, for the use of the Troops

going Home on the "SICILIA." A postcard

addressed to him at Headquarter Office

will ensure parcels being fetched or they

may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

NOTICE

THE CHAPLAIN to the Forces would be

glad to receive Magazines, Illustrated

Papers or Books, for the use of the Troops

going Home on the "SICILIA." A postcard

addressed to him at Headquarter Office

will ensure parcels being fetched or they

may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

NOTICE

THE CHAPLAIN to the Forces would be

glad to receive Magazines, Illustrated

Papers or Books, for the use of the Troops

going Home on the "SICILIA." A postcard

addressed to him at Headquarter Office

will ensure parcels being fetched or they

may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

NOTICE

THE CHAPLAIN to the Forces would be

glad to receive Magazines, Illustrated

Papers or Books, for the use of the Troops

going Home on the "SICILIA." A postcard

addressed to him at Headquarter Office

will ensure parcels being fetched or they

may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

NOTICE

THE CHAPLAIN to the Forces would be

glad to receive Magazines, Illustrated

Papers or Books, for the use of the Troops

going Home on the "SICILIA." A postcard

addressed to him at Headquarter Office

INTIMATIONS
S. MOUTRIE
& CO. LTD.

NEW SEASON'S MODELS

JUST ARRIVED

BABY GRANDS

AND

COTTAGE PIANOS

BY

BLUTHNER, RUD. IBACH,

RACHELS, PLEYEL,

CHAPPELL AND

ROSENKRANZ & C.

INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO. LTD.,
York Building, Chater Road.
Hongkong, 13th November, 1907.SANITARY BOARD OFFICE,
Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of November and December.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all cubicles, partitions, stair cases and stair fittings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandas.

The back yard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

G. A. WOODCOCK,

Secretary.

Dated this 2nd day of December, 1907. 1659

FOR SALE

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by measurement 103,950 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to GOLDRING & BAWLOW, Solicitors, 10, Queen's Road Central. Hongkong, 12th September 1907. 1494

STOREAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Appropriate AREA 43,000 SQUARE FT. 999 YEARS LEASE. For Particulars, apply—

GEO. FENWICK & CO., LTD.

Hongkong, 8th June, 1906. 106

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS" OFFICE.
The only office in China having European taught workmen equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
Ironmongers. Pig Iron and Foundry
Coke Importers. General Store
keepers and Commission Agents,
35 & 37, Hing Loong Street,
(1st Street West of Central
Market). Telephone No. 515.

PHOTOGRAPHER.

M. MUMEYA, JAPANESE ARTIST.
Brumide and Crayon Enlargements and
also coloring Photos and relief Photos.
Views of China and Manila. Work
done for Amateur; No. 8A, Queen's
Road Central.
Good Panoramic Views of Hongkong,
recently taken, on sale.

TYPEWRITER.

F. A. V. RIBEIRO,
Typewriting Work undertaken, Cleaned,
Repaired, Overhauled. Charges moderate.
(late of the Hongkong Typewriting
Bureau) 19, Queen's Road Central
(First-floor).

INSURANCES

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.THE Undersigned, having been appointed
prepared to ACCEPT RISKS against FIRE
at Current Rates. CARLOWITZ & CO.
Hongkong, 13th August 1907. 29NORTH BRITISH AND MECAN-
TILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905
217,637.119.I. AUTHORIZED CAPITAL... \$20,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 837,500 0 0
II. FIRE FUNDS... 3,366,720 19 8The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates. SHEWAN, TOWES & CO.,
Agents. Hongkong, 27th April, 1907. 1146AACHEN AND MUNICH FIRE IN-
SURANCE CO. OF AIX LA-CHAPELLE.THE Undersigned, having been appointed
prepared to ACCEPT RISKS against FIRE
at Current Rates. REUTER, BROCKELMANN & CO.,
Agents. Hongkong, 21st April, 1897. 114

PRIVATE BOARD AND RESIDENCE

M. R. S. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530MITSU BISHI DOCKYARD
AND ENGINE WORKS,
WAGASAKI.CODE WORD: "DOCK,"
A.I. A.R.C. and Engineering Code Used
NEW DOCK NOW OPEN.DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 71
Width of Entrance on Top... 94
Width of Entrance on Bottom... 88
Water on Blocks at Spring Tide 34DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 64DOCK No. 2.
Extreme Length... 571 feet.
Length on Blocks... 586
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22PATENT SLIP.
Suitable for vessels up to 1,000THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING, or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.A LARGE STOCK of MATERIAL is
always kept on hand.The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice.CHILDREN OF FAR CATHAY
A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.
By CHAS. J. HALCUMBE
(Formerly of the Imperial Chinese Custom
Service, Author of "The Mystic
Flower Land," etc.)THE VOLUME which consists of 461
Pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of Kweihsin, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
RENKIE.Its description of Chinese Social Custom
and Superstitions, combined with the insight it
gives into political conditions in China makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at Home.
Well bound in Yellow Cloth with Chinese
Embossing.PRICE... \$3.50
To be obtained from MESSRS. KELLY & WALSH
LTD., MESSRS. BREWER & CO., or from
the Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPORTS.A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in theHONGKONG WEEKLY
PRESS,
with which is incorporatedTHE CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12 per annum
Postage \$2 to any part of the WorldON SALE.
THE
DIRECTORY AND CHRONICLE
FOR 1907.Complete Edition... \$10.00
Small... 6.00
Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.How to be BEAUTIFUL—Keep your com-
plexion, Mrs. Ellen's Crème Charnante, Lait
Charnant and Special Skin Tonic and Pouder
Charnant will enable you to do it. Her
Specialities for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd., Solalgents
564

SHIPS AND CABLES.

INTERESTING SHANGHAI CASE.
At H. M. Supreme Court, Shanghai, on
December 7, Sir H. Vivian de Saumarez heard
a case of interest to shipping firms. It was the
suit of the Shanghai Mutual Telephone Co. Ltd.
v. Messrs. Butterfield and Swire.Mr. J. C. Hanson appeared for the plaintiffs;
defendants were represented by Mr. W. A. C.
Platt.

Mr. Platt said that the first question that
arose was, what were the legal rights of both
parties? On this point he referred his Lord-
ship to the case of the Submarine Telegraph
Co. v. Dixon and another (33 L.J.C.E.D. 15).
On the question of the captain's knowledge of
the case of the Octavia Stella (6 A.
New Series, P. 183). Was the Pekin
using the passage in the ordinary way,
with prudence? (The Clara Kilan, (L.R. 3
Admiralty P. 161). Counsel submitted that
it was quite clear that the defendants had to
navigate their ship with ordinary care and
prudence, but on the order hand plaintiff had
to do all in their power to give notice of the
position of this cable to shipmasters. There were
two questions to be decided: did the captain
of the Pekin exercise ordinary prudence
in proceeding up the river on the
occasion in question? and then, if he was
justified in proceeding up river, in extricating
the ship from the peril in which she was placed
by the incoming vessel, did he exercise ordinary
care, skill and nerve? In deciding the
latter point his Lordship must take into con-
sideration the "agony of the moment" rule.
Counsel then went on to show what were the
captain's responsibilities. The recommendation of
the Harbour Master, to ships, not to come up
with flood tide, could not be observed by river
steamers, whose sailing times to k-piau
at regular intervals. Counsel also contended
that the Pekin being a paddle vessel was very
much easier to steer than a screw steamer. The
circumstances during the voyage in question
were peculiar, owing to the shortage of food on
board. Counsel then reviewed the movements of the
Pekin as revealed by the evidence. There was
nothing to show that the Council would have
refused permission to the plaintiffs to erect a
notice to indicate the position of the cable on the
Shanghai side. He submitted that the
Pekin was not guilty of negligence and asked
that the action against defendants should be
dismissed.

Mr. Hanson said that his friend had dealt
with the law so fully and fairly that it was
unnecessary for him to trouble his Lordship
with many more cases. He referred his Lord-
ship to Mardon's definition of the amount of
skill required in a shipmaster. The cable was
nearly in the same position in this case as a
ship at anchor and on this point he referred to
the case of the Marpache (L.R. 4 P.C. Appeals,
p. 220) for a definition of an accident. If the
Pekin took the more dangerous of two alter-
natives she did so at her own risk. Her coming
up with the flood tide must not be regarded
merely from the point of view of convenience
to the Pekin herself. No doubt most
local shipping companies found it paid them
to take the risk coming up with the flood tide,
but the Harbour rule was a very desirable one.
There was no danger until the vessel came to
anchor. But a ship coming up with the flood
tide has to anchor at any moment. Had
the Pekin fouled the Clio would she have had
any excuse? The "agony of the moment" in
this case was due to the want of prudence shown
by the Pekin. The only negligence his friend
now alleged was that there was no notice on the
Shanghai side. There would be a great outcry
if a board were erected on the Bund.

His Lordship remarked that, if the community
would not allow proper notices to be put up, it
would have to pay for it.
In delivering judgement his Lordship said
that the Pekin was a passenger steamer which
navigated between Shanghai and Ningpo. In
command of her was a master who had been on
board her for 12 years, as master and first officer.
In the course of his business the Pekin passed
up and down the Shanghai River three times a
week. The master, therefore, knew all the con-
ditions of the river, and that knowledge must be
taken both for and against him. A man who
knew the difficulties of a road well was free in
his course of action, because he knew where the
danger were and how to avoid them. On the
other hand he must be taken to know all
obstructions and dangers and how to avoid them.
On March 9th this year the Pekin left Ningpo
at the usual time to come up to Shanghai, where
she was due the following morning, about 13
hours after the departure. It was foggy weather,
and foggy weather might be expected at that time
of the year. The usual precaution taken by the
steamer was to take enough food to maintain
her passengers for twenty-four hours over the
thirteen she would ordinarily be at sea. The
captain stated, and there had been no evidence
to the contrary, that he might reasonably expect
to be delayed for about six hours at this time of
the year. On this particular occasion he was
delayed about twenty-six hours—possibly a
little more. He had an unusually large
number of passengers on board—almost
twice as many as usual—and yet he had
enough food on board to feed them for an
extra day and he found it difficult to come
to the conclusion that they were committing
their own convenience only in carrying so little
food. The company did it all it could reasonably
be expected to do meet anything that might
reasonably be expected to occur. There was
no evidence to show that the Pekin might be
expected to be out for three days, and his
Lordship therefore came to the conclusion
that proper precautions were taken in regard
to the amount of food carried. In these
circumstances she came up river, groping
her way up in a fog, and finally the
captain was anxious to get into port in
consequence of the large number of passengers,
the little food that remained, and the passengers
discontent. Of course the captain was bound
to take extra care, as he was coming up in fog,
or at any rate, pretty thick weather. Coming
up on the flood tide he was in a position where
great caution was necessary. But his Lordship
was asked by the plaintiff to say that the captain
had no right to come up because there was a
regulation or notice issued by the Harbour
Master, pointing out the danger of pursuing the
course he did pursue. This advice was no doubt
very sound advice, and the man who disregarded
sound advice must show good reason for doing
so. In his Lordship's opinion, adequate reason
had been shown in this case for his coming up
under the somewhat dangerous circumstances
which attended his navigation on this occasion.
But there was a further aspect of this case, and
one which perhaps had more bearing on the
point at issue than the question whether the
ship should have come up at all, and that was
what caused this accident. When the
Pekin got up past Pouting Point,
about opposite the Garden Bridge, the

captain saw another vessel in front of him
which he had been following all the time,
manoeuvring so as to render a collision not unlikely.
He might have passed ahead of her, but he shot, and no one suggested shooting,
wrongly, an anchor. He anchored in a perfectly
safe place. He swung into line with the Clio,
and then, intending to drift up the river towards
the wharf where he was finally coming to,
he manoeuvred in such a way as to avoid the
Clio. He succeeded in getting clear of the
Clio, and was in a perfectly safe place, his
engine having been going astern, and about
to haul up his anchor and continue on
his course to his own wharf. If, therefore,
nothing further had happened, there
was absolutely nothing to show that he would
have fouled this cable. But at that moment
he heard the whistle of a ship, and being
at anchor he rang his bell. He heard another
signal which made him think that the
other ship was going astern, and he then replied
with three blasts, to show that he was going
astern too. He took subsequent manoeuvres in
consequence of the oncoming vessel. His Lord-
ship thought that the cause was the on-
coming vessel, and not neglect to anchor at an
earlier period of his course. Now he came to
what must always be a difficulty in these
cases—difficulty he had experienced in the
case of the Persia. He had no jurisdiction
over the third vessel. If he had, he would
probably have ordered her to be made a third
party, in order that he could decide as to the
liability of the parties. As in the case of the
Persia, so in this case, he was limited to an
inquiry between two parties, and he had not all
the evidence before him which would make
him feel his judgement was an entirely reliable
one. The oncoming vessel, or its manoeuvres,
brought the case which led to the anchor
fouling the cable, there was the further
question whether the action of the Pekin
was proper. This case had not been tried on the
Admiralty side, and consequently he had not had
the benefit of the assistance of a nautical assessor,
whose advice on this point he would certainly
have been glad to have. He must decide the
case as best he could, and if the plaintiffs felt
aggrieved they must remember that they
brought the action in the form in which it had
been heard and no application had been made
by them for a nautical assessor. This vessel
was coming on rapidly, and gave false information
as to what she was going to do. She came
in such a way as to make it impossible
upon the Pekin to move out of her
way. On that was quite clear. The
question was, whether the master, in view of
the situation, did the right thing, in manoeuvring
with his anchor down, or whether he should
have taken another step. The captain stated
that if his attention had been called to the
fact that the cable was there, he would have
manoeuvred otherwise. It was for the plaintiff
to show that there had been negligence in his
manoeuvring. They had not called evidence
to show that it was an improper manoeuvre,
and his Lordship had not got a nautical
assessor to advise him on the point. On
the whole, he was not prepared to find that
the captain ought to have raised his anchor, but
there was the further question: Was he bound
by his knowledge that there was a cable there
to take up his anchor and manoeuvre? He
must take the whole circumstances of the
case. The captain did know that there, or
thereabouts, was a cable; but there was nothing
to remind him of the fact. There was a great
difference between this case and the case Mr.
Hanson relied upon, namely, where one ship
ran into another the burden of proof was on the
colliding ship. A ship at anchor could be seen.
There was no notice on the bark to call the
captain's attention glaringly to the fact that
this cable was there. He was also bound to take
continual notice of the manoeuvring of this
other vessel that was coming on. He had on
board some 1,200 passengers, and had there been
a collision the loss of life would probably have
been appalling. He was acting not imprudently
in being in the position where he was, and in
these circumstances his Lordship came to
the conclusion that he could not find that
the Pekin was to blame for manoeuvring in
the way she did. That was all he had to say
in the matter. As to whether there was
contributory negligence in this case, it was not
unnecessary for him to decide, because he had
found that the Pekin was not to blame.
That would

SHIPPING.

ARRIVALS.
 CARL DIEDERICHSEN, German str., 774, T. Kaiser, 14th Dec.—Haiphong 12th and Hohow 3rd Dec., Rice—Johon & Co.
 CHINHONG, British str., 15th Dec.—Canton.
 CHIYUEN, Chinese str., 1,177, C. Stewart, 13th December—Shanghai 10th Dec., General—Chubes.
 FRITHJOF, Norwegian str., 891, O. Andersen, 14th December—Haiphong 12th Dec., Rice—Aagard, Thoresen & Co.
 HAITAN, British str., 1,183, J. S. Roach, 15th Dec.—Fococh 12th Dec., via Amoy 13th, and Swatow 14th; General—Douglas, Lapraik & Co.
 HINSONG, British str., 15th Dec.—Canton.
 HUICHO, British str., 1,311, E. Frayth, 16th December—Tientsin 7th, and Chefoo 10th; General—Butterfield & Co.
 ISTOK, Austrian str., 1,850, M. Tican, 14th Dec.—Singapore 7th Dec., General—Sander, Wieland & Co.
 IYO MARU, Japanese str., 2,918, Wm. Thompson, 15th Dec.—Kobe, Moji and Shanghai 12th Dec., General—Nippon Yusen Kaisha.
 KINGHONG, British str., 15th Dec.—Canton.
 KWANGTAI, Chinese str., 15th Dec.—Canton.
 KWELIN, British str., 14th Dec.—Canton.
 MANIA, German str., 1,182, J. Minzen, 14th December—Sydney 19th Nov. and Manila 11th Dec., General—Melchers & Co.
 NINGPO, British str., 15th Dec.—Canton.
 PRONTO, Norwegian str., 888, The Seberg, 14th December—Haiphong 11th Dec., Rice—Wuland & Co.
 SCHUYLKIL, British str., 3,348, R. Anderson, 13th Dec.—Amoy 12th Dec., General—Standard Oil Co.
 SOBU MARU, Japanese str., 1,119, T. Suruga, 14th December—Swatow 13th December, General—Osaka Shosen Kaisha.
 WASHING, British str., 14th Dec.—Canton.

DEPARTURES.

14th December.
 ASIA, British str., for San Francisco.
 CHINHONG, British str., for Amoy.
 FAISANG, British str., for Canton.
 HANGSONG, British str., for Swatow.
 HEILAN, German str., for Shanghai.
 HONGKONG, French str., for Haiphong.
 KAIKONG, British str., for Cebu.
 KOWLOON, German str., for Haiphong.
 MALTA, British str., for Europe, &c.
 ONSANG, British str., for Singapore.
 SADO MARU, Japanese str., for Shanghai.
 ZAMBO, British str., for Manila.
 16th December.
 ANGHIN, German str., for Amoy.
 CHIYUEN, Chinese str., for Canton.
 HAIKU, French str., for Hohow.
 PETCHABURI, German str., for Bangkok.
 DRUFA, Norwegian str., for Swatow.
 KUOKHONG, British str., for Swatow.
 STADDAE, Norwegian str., for Saigon.
 WAISHING, British str., for Shanghai.
 WAKAMATSU MARU, Japanese str., for Moji.
 YELMO MARU, Japanese str., for Kobe.

SHIPPING REPORTS.

The British str. *Haiyan* reports: From Foochow to Amoy, fresh N. E. monsoon and fine weather. Amoy to Swatow, light N. E. monsoon and fine weather. Swatow to Hong Kong, light Easterly winds and rain.

VESSELS IN DOCK.

December 14th.

ABERDEEN DOCKS.—
 KOWLOON DOCKS—Neil Mcleod, Germania, Wootton, Taitan, Glens, Engineer, Borneo, Nippon.
 COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE
 THE Company's Steamship

"NIPON,"
 Capt. Tarabochi, will leave for the above places TO-DAY, the 16th inst., P.M.
 For Freight or Passage, apply to

SANDER, WIELER & Co.,
 Agents.
 Prince's Building.
 Hongkong, 14th December, 1907. 3

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"
 Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 17th inst., at 10 A.M.
 For Freight or Passage apply to

DOUGLAS LAYRAIK & Co.,
 General Managers.
 Hongkong, 13th December, 1907. 1974

DAMPF SCHIFFS-RHEDE REIN UNION ACTIEN-GESELLSCHAFT.

For NEW YORK.
 (With Liberty to call at the Malabar Coast.)

THE Steamship

"ALBENGA,"
 Captain Peteren, will be despatched for the above Port on or about SATURDAY, the 21st December, 1907.

For Freight, apply to

CAELOWITZ & Co.,
 Agents.
 Hongkong, 26th November, 1907. 1882

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN POETS (Kansai, Kobe and Yokohama). With Liberty to call at Honolulu and Samoa.

Steamers Tons
 "KATHARINE PARK" 5,000 On 28th Dec.
 NOON.

"KASATO MARU" 6,100 Some time in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager,
 York Building.

Hongkong, 16th December, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SHIPS.

1. From Green-Island to the Harbour Master's. 2. From Harbour Master's to Blaik Pier. 3. From Blaik Pier to Naval Yard. 4. From Naval Yard to Elas & Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BURTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Gregor, E.N.E.	P. & O. S. N. Co.	About 18th inst.
LONDON &c., VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel, E.N.E.	P. & O. S. N. Co.	On 28th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL.	TOURANE	French str.	k. w.	Lauelein	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c.	HAMBURG	Ger. str.	k. w.	Filler	MELCHERS & CO.	On 30th January.
MARSEILLES, HAVRE & COPENHAGEN	SCANDIA	Swed. str.	v. Dührken	HAMBURG-AMERIKA LINIE	Middle of January.	
HAVRE ROTTERDAM & HAMBURG VIA STEAMERS &c.	SIAM	Ger. str.	—	Sachs	MELCHERS & CO.	Middle of January.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Deinert	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	AGAGONIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 15th January.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	Habot	HAMBURG-AMERIKA LINIE	On 24th January.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	H. Kirchner	HAMBURG-AMERIKA LINIE	On 14th February.
HAVRE & HAMBURG VIA STRAITS, &c.	P. R. LUTTOLD	Ger. str.	—	Woltemann	MELCHERS & CO.	About 18th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SACHSEN	Ger. str.	—	Matcovich	SANDER, WIELER & CO.	About 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	E. E. FERDINAND	Aug. str.	—	Peterson	STANDARD OIL CO.	About 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCUTCHKIL	Brit. str.	—	CARLOWITZ & CO.	CANADIAN PACIFIC R. CO.	About 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBENGA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 19th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	DODWELL & CO. LTD.	On 29th Jan., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	MONTAGUE	Brit. str.	1 m.	—	—	On 28th January.
HAVRE & HAMBURG VIA STRAITS, &c.	KUMETIC	Am. str.	—	—	—	On 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	KATHERINE PARK	Brit. str.	—	—	—	On 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ALDENHAM	Brit. str.	—	—	TOYO KISEN KAISHA	On 28th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	TAIWAN	Brit. str.	—	—	GIBE, LIVINGSTON & CO.	On 28th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	MANILA	Brit. str.	1 m.	St. John George	TOYO KISEN KAISHA	On 28th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	CHINOTU	Brit. str.	—	D. Dawson	BUTTERFIELD & SWINE	On 28th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	TUBODAS	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWINE	On 1st Jan., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	NIPPON	Brit. str.	1 m.	Zwart	BUTTERFIELD & SWINE	On 2nd Jan., at 5 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FED. LAEISZ	Brit. str.	—	E. Tarabochia	JAVA-CHINA-JAPAN LINI	On 9th Jan., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Brit. str.	—	Wagner	HAMBURG-AMERIKA LINIE	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Brit. str.	—	H. A. Hards	TO-DAY	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	SCUTCHKIL	Brit. str.	—	—	TO-DAY	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBENGA	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF CHINA	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	MONTAGUE	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	KUMETIC	Am. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	KATHERINE PARK	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	ALDENHAM	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	TAIWAN	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	MANILA	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	CHINOTU	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	TUBODAS	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	NIPPON	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FED. LAEISZ	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBENGA	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF CHINA	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	MONTAGUE	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	KUMETIC	Am. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	SCUTCHKIL	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	ALDENHAM	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	TAIWAN	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	MANILA	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	CHINOTU	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	TUBODAS	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	NIPPON	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FED. LAEISZ	Brit. str.	—	—	TO-MORROW	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Brit. str.				

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, SYRIA		About 18th Dec.	Freight and Passage.
PENANG, COLOMBO, PORT SAID and MARESSES	Capt. D. C. Gregor, R.N.E.	Dec.	
SHANGHAI, MOJI, KOBE, SUNDA and YOKOHAMA	Capt. G. M. Montford, R.N.E.	About 22nd Dec.	Freight and Passage.
SHANGHAI	Capt. A. L. Valentini	About 27th Dec.	Freight and Passage.
LONDON via USUAL PORTS, DELTA of CALL	Capt. C. L. Daniel	Noon, 28th Dec.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th December, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KEWILIN" "NINGPO"	On 16th Dec., 4 P.M.
NINGPO	"TEAN"	On 17th Dec., 4 P.M.
MANILA	"SHAOHSING" "SINGAN"	On 17th Dec., 4 P.M.
SHANGHAI and HAIPHONG	"TAMING" "YOCHOW" "SUNGKANG"	On 21st Dec., 4 P.M.
MANILA		On 22nd Dec., D'light
SHANGHAI		On 24th Dec., 4 P.M.
CEBU and ILOILO		On 27th Dec., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE	"TAIWAN"	On 28th Dec., 4 P.M.
SYDNEY, HOBART, LAunce- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH		
YOKOHAMA and KOBE	"CHINGTU"	On 9th Jan., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

ERDUOR SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIBB,
AGENTS.

For Freight or Passage, apply to—

Hongkong, 16th December, 1907.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	... 6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 26th Dec.	... 3rd Feb.
"MONTEAGLE"	6,163	WEDNESDAY, 29th Dec.	... 22nd Feb.
"EMPERESS OF JAPAN"	8,000	THURSDAY, 13th Feb.	... 2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 12th March	... 30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	... 27th April

"EMPERESS" Steamer will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, Express, and at HONGKONG. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 28 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 271.10

Intermediate on Steamers 240. 242.

First Class rates include cost of Main and Birth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates according to superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S SA.	LEAVING
SHANGHAI VIA SWATOW, "SOSHU MARU"	WEDDAY, 18th Dec.	at 9 A.M.

Capt. K. TASHIRO

AMOY and FOOCHOW

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Ample, Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office.

Second Floor, No. 1, Queen's Building.

Hongkong, 16th December, 1907.

T. ARIMA, Manager.

14

For further Particulars, apply to

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

STEAMERS

"BORNEO"

Capt. F. SEMBILL

TO SAIL

Wedday, 18th

December, at

10 A.M.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.

"PRINZ REGENT LUFTFOLD"

Capt. H. KIRCHNER

Dec. 11 NOON.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA

"PRINZ EITEL FRIEDRICH"

Capt. E. MALCHOW

18th December.

EXTRA STEAMER

"SACHSIN"

Capt. WOLTEMAS

About

Wedday

25th December.

FOR EUROPE VIA PORTS OF

MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE

"MANILA"

Capt. MINSEN

Thursday, 2nd

Jan., at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th December, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	Second half of Dec.	JAVA PORTS	Second half of Dec.
TJIPANAS	JAVA	Second half of Dec.	JAVA PORTS	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAPAN	First half of Jan.
TJIBODAS	JAVA	First half of Jan.	JAVA PORTS	Second half of Jan.
TJIKINI	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.
TJULATJAP	JAPAN			

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1st FLOOR.
HONGKONG, 10th December, 1907.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19

19</

